

UNITED STATES OF AMERICA  
 NATIONAL TRANSPORTATION SAFETY BOARD  
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of: \*

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MV ETHAN ALLEN, \*

LAKE GEORGE, NEW YORK, \*

OCTOBER 2, 2005 \* Docket No.: DCA-06-MM-001

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Interview of: AL DARDIS  
 JIM QUIRK

National Transportation Safety Board  
 490 L'Enfant Plaza East, S.W.  
 Washington, DC 20594

Monday,  
 May 22, 2006

The above-captioned matter convened, pursuant to  
 notice, at 2:20 p.m.

BEFORE: MORGAN TURRELL

## APPEARANCES:

MORGAN TURRELL

National Transportation Safety Board

ROB HENRY

National Transportation Safety Board

WALTER SCHEDEL

New York State Park Police

JIM QUIRK

Shoreline Cruises

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1 I N T E R V I E W

2 (2:20 p.m.)

3 MR. TURRELL: Okay. Good afternoon. This is Morgan  
4 Turrell with the National Transportation Safety Board. It's  
5 Monday, May 22nd at 2:20. This is a telephone interview  
6 between the NTSB and Mr. Al Dardis. This interview is being  
7 conducted at Shoreline Cruises in Lake George, New York. And  
8 I'll go ahead and introduce myself. First name is Morgan. The  
9 last name is Turrell, T-U-R-R-E-L-L, and also in the room is?

10 MR. HENRY: Yes. Rob Henry. Last name is H-E-N-R-Y.

11 MR. TURRELL: Thanks, Rob. And if we would start at  
12 the -- in Lake George there, Walter?

13 SGT. SCHEDEL: Walter Schedel, S-C-H-E-D-E-L, with  
14 the New York State Park Police.

15 MR. QUIRK: Jim Quirk with Shoreline Cruises.

16 MR. TURRELL: And is there anyone else there, with  
17 the parties?

18 MR. DARDIS: Al Dardis.

19 INTERVIEW OF AL DARDIS

20 BY MR. TURRELL:

21 Q. Okay. Mr. Al Dardis. Okay, Al. We already have  
22 your personal information off the record. Would you please  
23 acknowledge this is being recorded?

24 A. Okay.

25 Q. Yes. Okay, thank you. And would you go ahead and

1 please tell us how old you are, sir?

2 A. Seventy.

3 Q. Okay. And would you please tell us your background,  
4 your professional career?

5 A. I ran the boats for Shoreline for a while. I don't  
6 know how many years. I kind of forget. A bunch of years,  
7 yeah.

8 Q. Okay. Can you -- what was your background before you  
9 worked with Shoreline?

10 A. I think I started at Shoreline.

11 Q. Okay.

12 A. As far as boats are concerned, yeah.

13 Q. Okay. And what do you do currently, sir?

14 A. Pardon?

15 Q. What is your current employment?

16 A. I'm retired.

17 Q. Retired?

18 A. I did work for the Sagamore. I ran the Morgan for  
19 quite a few years.

20 Q. Okay. And, sir, can you tell us a little bit about  
21 your background with Shorelines, when you started and just  
22 your -- when you began and your background with the company?

23 MR. QUIRK: I'm helping him out over here, Morgan.

24 MR. TURRELL: Okay.

25 MR. QUIRK: I believe you started working when we

1 first got those boats into the Lake here in '59.

2 MR. DARDIS: Yes.

3 MR. QUIRK: And you probably worked right up through  
4 until -- because you were on Defiance?

5 MR. DARDIS: Yeah.

6 MR. QUIRK: So you must have worked up through until  
7 about '90?

8 MR. DARDIS: Yeah. Somewhere's around there. Yeah.

9 MR. TURRELL: Okay.

10 BY MR. TURRELL:

11 Q. And what was your -- what was your first job with  
12 Shoreline, Al?

13 A. I don't --

14 Q. Were you mate or were you captain? Operator?

15 A. Yeah, operator.

16 Q. Operator. Okay. And were you present at Shoreline  
17 when these boats arrived on Lake George?

18 A. I was. I brought one of them back.

19 Q. Okay. Can you tell us a little bit about that?

20 A. Well, we had -- I don't remember all the names. We  
21 had quite a -- that went down. I was one of the fellows that  
22 went down.

23 Q. Went down -- where did you go?

24 A. Connecticut.

25 Q. Okay.

1           A.   Groton, Connecticut.  Yes, sir.

2           Q.   Okay.  And can you tell us what you did?  You went to  
3 Groton, Connecticut.  And tell us what happened?

4           A.   Yeah.  I went down there and -- to pick up the boats.  
5 And we rode up the Connecticut River and so on and forth until  
6 we hit Lake George, Ticonderoga.  And we come down into the  
7 Village.

8           Q.   Okay.  And can you -- do you remember who was with  
9 you?

10          A.   Earl Smith.  As think Bill Hoops.  Bill Hoops, yeah.

11          Q.   I'm sorry.  You have to speak up there.  It's kind of  
12 a digital line.  It cuts out a little bit so.

13          A.   It was Earl Smith.

14          Q.   Okay.

15          A.   Bill Hoops, myself, and I can't remember some of the  
16 other (indiscernible).

17          Q.   Okay.  No, that's okay.  Now was Jim Quirk there?

18          A.   Yes, he was.

19          Q.   Okay.  Was Hugh Quirk there -- Jim's brother, Hugh?

20          A.   No.

21          Q.   Okay.  Do you recall anyone else from Shoreline, the  
22 ownership there when you brought these boats over?

23          A.   No, I'm sorry, but I don't.

24          Q.   Okay.  When you brought these boats over, did you  
25 take photographs?

1           A.    Yes, I did.

2           Q.    And were these the photographs -- the series of  
3 photographs you gave to New York State?

4           A.    Yes, they were.

5           Q.    Okay.  And did you also send the newspaper to New  
6 York State about the boats coming over?

7           A.    Well, I had a gentleman come over to the house, and  
8 he heard I had them, and he wanted to see them, and he took  
9 them.

10          Q.    Okay.  I believe I have them now.  Can you just  
11 describe what the boats looked like as far as a canopy when you  
12 were on board and bringing these boats over?

13          A.    Well, I kind of forget the color, but it was just a  
14 canopy over the top.

15          Q.    Okay.  What kind of framework did the canopy have?  
16 Was it a metal frame, or was it a -- what kind of frame was it?

17          A.    Metal frame.

18          Q.    Metal frame.  Okay.  Do you recall any point during  
19 the trip having to take the frame off for any reason?

20          A.    No, never done anything like that.

21          Q.    Okay.  So the frame was on board the boats in  
22 Connecticut?

23          A.    Yes.

24          Q.    Okay.  And they remained the same way until they  
25 arrived in Lake George?  Is that correct?



1           A.    Yes, sir.

2           Q.    And then you worked for Shoreline for a number of  
3 years after the boats arrived in Lake George?

4           A.    Yes, I did.

5           Q.    Okay. And can you recall when those canopies were  
6 changed in any way?

7           A.    I don't recall that, but I wasn't here if there was  
8 any changes.

9           Q.    Okay. All right. So the boats were more or less  
10 unchanged for how many years before you left Shoreline?

11           MR. DARDIS: Help me.

12           MR. QUIRK: Ten or eleven.

13           MR. DARDIS: Ten or eleven. Yes, sir.

14           MR. TURRELL: Okay. Ten or eleven years. Okay. Al,  
15 I'm going to allow Mr. Rob Henry here to ask some questions.

16           MR. DARDIS: Okay.

17           MR. TURRELL: Okay?

18           MR. HENRY: Good afternoon, sir. How are you today?

19           MR. DARDIS: Fine.

20           MR. HENRY: Morgan and I are switching positions.  
21 That's what all the noise is about.

22           BY MR. HENRY:

23           Q.    What year was it that you went to Groton to move the  
24 vessels up? Do you remember?

25           A.    Seventy-nine, sir.

1           Q.    Seventy-nine.  And could you retrace that route again  
2  for us?  And was it all based on a water-borne route or were  
3  the vessels trucked part of the way?  If you can start from  
4  Groton and tell us the route the vessels took to get up to Lake  
5  George?

6           A.    Yes, there were -- yes, we went to Long Island.  We  
7  went from Groton to Long Island first, and then we went up from  
8  Long Island, around through the Hell's Gate.  We hung up  
9  through Harlem River.  Then we went up the Harlem River to  
10 Hell's Gate, and then the Hudson River north.  We ended up  
11 taking that route.

12          Q.    Okay.  In reading the news articles that you provided  
13 along with the photos, they talked about one incident while it  
14 was in New York, and let me find it and read it to you and see  
15 if you can recall any of this going on.  Give me a minute to  
16 find it.  I'm looking for an incident where a passing boat  
17 created a wake that says broke some of the lines and caused the  
18 vessels to rock violently.  Where did I read that?  Here we  
19 are.  It's under -- it's an article titled "Quirk's Navy," and  
20 it's the fourth paragraph down.  And let me read it to you,  
21 sir.  (Reading) "It was at this point a speeding cruiser with  
22 an excessive weight passed by and waves caused the boats to  
23 rock and roll violently breaking mooring lines and damaging  
24 guardrails" (end reading).  Do you recall that experience?

25          A.    Don't recall any breaking lines.  The boat moved

1 around just a little bit. That's all I remember, sir.

2 Q. Do you remember the vessel that passed by that  
3 created this wake?

4 A. No, I don't.

5 Q. Okay. This is sort of an interesting little quip in  
6 the article about the vessels coming up to Lake George. Okay.  
7 So there were three vessels and they were all moved from  
8 Groton, Connecticut up to Lake George at the same time? It was  
9 sort of a convoy?

10 A. Yes, sir.

11 Q. And which vessel were you on? Do you remember?

12 A. As far as I remember, it was the same one we had --  
13 you're having trouble with. The Double Dolphin. Yeah, Double  
14 Dolphin.

15 Q. Okay. Now I'm looking at the photographs that were  
16 included with the information you sent, and it looks like the  
17 Double Dolphin is carrying a full canopy, and Mr. Quirk has  
18 given us photographs -- similar photographs of that vessel in  
19 Lake George operating with a full canopy, sort of a double-  
20 decker canopy, metal with canvas. So that's the vessel that  
21 you were on bringing it up to New York?

22 A. Yes, sir.

23 Q. Now in these photographs, there's two other vessels,  
24 and it does not appear that they have that type of canopy on  
25 them.

1           A.    Two of them did.

2           Q.    Pardon?

3           A.    Two.  And I don't think that the party boat had any.  
4 I don't -- it was maybe the Algonquin.  Yeah.  I don't remember  
5 either, you know, what -- it appears, though, that was two  
6 different ones.  Yeah.

7           Q.    Well, I'm looking at a photograph titled "epic  
8 voyage," and there's a photograph above it, "cruise vessels  
9 moored at Lake George."  Do you have access to your  
10 photographs?

11          A.    Yes, I do.

12          Q.    And it appears the vessels are moored and somebody  
13 has superimposed on the back of these vessels the name Ethan  
14 Allen, Algonquin, and de Champlain.  Do you see that  
15 photograph?

16          A.    Yes, that's correct, sir.

17          Q.    Now it appears to me, and this is not a very clear  
18 photograph, that there's only one vessel that has a canopy on  
19 it of the type that we're describing with the canvas metal  
20 framework.  It appears the other two have a very light tubing  
21 affair similar to the pictures that were given to us by the  
22 manufacturer of the vessels when they first operated in Groton.  
23 Unless I'm missing something, and I'm looking at the de  
24 Champlain all the way on the right, it does not appear to have  
25 that extensive truss work, metal framework and canvas canopy.

1 It looks very similar to the Algonquin and doesn't look at all  
2 like the de Champlain -- I mean like the Ethan Allen. Am I  
3 missing something in looking at this photograph?

4 A. Well, as far as I can remember -- as far as I know,  
5 there is one boat -- (indiscernible) boat has the framing. It  
6 doesn't the canopy on it, but there is a frame there.

7 SGT. SCHEDEL: The same type of frame I think is what  
8 he's talking about.

9 MR. DARDIS: I think it is.

10 MR. HENRY: That's the Algonquin.

11 (Indiscernible.)

12 MR. HENRY: Yeah, I just don't see --

13 SGT. SCHEDEL: It didn't have that small framing like  
14 this.

15 MR. HENRY: The Algonquin and the de Champlain both  
16 look like they have that very small tubular framing. Am I  
17 missing something in the way I see these two pictures.

18 MR. QUIRK: No, I don't think so, either. Al's  
19 looking at it but --

20 SGT. SCHEDEL: All right. Two were the same and one  
21 was a little bit different.

22 MR. QUIRK: Yeah. Well -- but -- I think if  
23 anything, I'll probably -- maybe I'll have to remember what it  
24 was that was up there in order to be perfectly honest that I  
25 remember whether we had two boats with canvas on it or one.

1           MR. DARDIS: I thought there was two.

2           MR. QUIRK: I thought there was two also, but from  
3 these pictures, it's showing that there is only one.

4           MR. HENRY: Yeah. And that's the way I see it as  
5 well. And now the Sea Horse -- let's see, the Sea Horse was  
6 the second one, I believe, and that is the de Champlain?

7           MR. DARDIS: There's -- I'm not sure which was Sea  
8 Lion or Sea Horse.

9           MR. HENRY: Okay. Yeah, the first one delivered in  
10 '66 was the Sea Horse and the second was the Sea Lion. Just  
11 from what I can see of the material you have sent to us, there  
12 only appears to be one with that intricate canopy. Do you  
13 recall on the Double Dolphin when you made the trip up, did it  
14 have any sort of windows, droppable windows?

15          MR. DARDIS: Don't remember.

16          SGT. SCHEDEL: He doesn't recall.

17          MR. HENRY: Okay.

18          BY MR. HENRY:

19          Q. Were you the operator of the vessel bringing it up or  
20 just a deck hand?

21          A. Operator, sir.

22          Q. What was your impression of the vessels, of the  
23 Double Dolphin, the way it handled on that trip?

24          A. I thought it was excellent. I never had any trouble  
25 with it. I ran it for quite a while after that. I never had

1 any trouble with it.

2 Q. Okay. At some point, either one or both of the other  
3 two vessels had canopies put on them. From photographs we had  
4 gotten from Shoreline, it appears that the de Champlain ended  
5 up getting fitted with a canopy that looked like the original  
6 Double Dolphin canopy, the way you transported it, and the  
7 Algonquin ended up with a very simple single partial canvas  
8 canopy. Do you -- and I'm looking at a photograph that  
9 Shoreline provided us that has the Ethan Allen and de Champlain  
10 and Algonquin with the -- I think this is the Horicon in the  
11 back. Do you remember when those canopies were put on?

12 A. The only thing I could remember is --

13 Q. Defiance?

14 A. -- the boats I was piloting on were. The other -- I  
15 thought one of the other ones had the same thing, and then the  
16 one didn't have any.

17 Q. Okay. Were you the operator of the Ethan Allen for a  
18 period of time?

19 A. Well, I ran both of them I think. Yes, I ran the  
20 both --

21 Q. Do you recall when the Plexiglas windows were  
22 installed?

23 A. No, I don't recall, sir.

24 Q. Okay. Did you run the Algonquin at all?

25 A. I think I did. Yeah, I did.

1           Q.    Okay.  Now the de Champlain and the Ethan Allen both  
2    had six bench-style seating.  Do you recall the seating that  
3    the Algonquin had, the type of seating?

4           A.    They all had like bench seats.

5           Q.    Okay.

6           A.    As far as I can remember.  The parts in color I  
7    remember.

8                   MR. TURRELL:  Walter, do you have any questions?

9                   SGT. SCHEDEL:  Actually, I think we pretty much  
10   covered any questions that I had.  I mean we've pretty much  
11   established that one of the boats between -- from Al's  
12   recollection and the photographs -- that one of the boats did  
13   have the full cover with canopy, and the others were just a  
14   light framework.  He recalls two of them being the same and one  
15   of them being different.  And it's just which was the same and  
16   which was different, I guess is the confusion.  I really don't  
17   have anything else.

18                  MR. TURRELL:  Jim?

19                  MR. QUIRK:  No, I don't have anything more?

20                  MR. TURRELL:  Rob?

21                  MR. HENRY:  Well, not a question for Mr. Dardis, but  
22   I do have -- and I'm wondering as far as the protocol asking  
23   Jim Quirk a couple of questions.

24                  MR. TURRELL:  Go ahead.  We have an opportunity.  Do  
25   it now.



1           MR. HENRY: Jim, do you have a problem with me just  
2 throwing some more questions back at you?

3           MR. QUIRK: No, not at all.

4                   INTERVIEW OF JIM QUIRK

5           BY MR. HENRY:

6           Q. From the photographs that we have here, it does  
7 appear that two of the vessels had that very light tubular  
8 canopy and then that's very similar to the light tubing, and I  
9 think it held a speaker or a light. That tubing was on there  
10 in the very early -- well, I see the '60s, '66, 67 -- we  
11 received some photographs from the builder that showed that  
12 tubing on there.

13          A. Okay.

14          Q. My question is if that's the case, who put the second  
15 canopy or who put the canopy on the de Champlain? That has to  
16 have been done while it was at Lake George?

17          A. Yeah. I think I agree with that. I don't  
18 particularly remember to tell you the truth, but I feel looking  
19 at these pictures here, probably de Champlain was put on. I  
20 was looking -- trying to look through my own records to see if  
21 I can find something or maybe I could see someone building it  
22 or putting a cover on it, but I don't have anything as such.  
23 But I do have pictures of both de Champlain and Ethan Allen  
24 with covers on obviously. And I think you may have as well.

25          Q. Yeah.

1           A.    The Algonquin, I remember that one particularly  
2   because we just put a half cover on that one, you know,  
3   partial.  And then that partial was changed over later when we  
4   had John Scarano put a permanent wood top on it -- wooden  
5   canvas -- wood and glass I should say.

6           Q.    And do you recall installing the Plexiglas windows in  
7   the Double Dolphin and de Champlain when it got its canopy?

8           A.    I don't recall that, no.  But I would assume if they  
9   didn't have it down there, we did install -- it looks like  
10   something that would be a, you know, a type of thing that I  
11   probably would end up having them do because it just protects  
12   the people out there.  That's all.

13          Q.    Yeah.  I mean from looking at the photographs on --  
14   you know, we've blown them up here -- it does not appear that  
15   the Double Dolphin when it came up had any sort of windows.  If  
16   you all have a way of blowing up the images where you're at,  
17   you may want to confirm that, but clearly the one picture that  
18   you've given us showing -- and Morgan says it's the Defiance in  
19   the back -- but showing the Ethan Allen with the canopy, the de  
20   Champlain with just the framework, and the Algonquin with that  
21   light canvas covering that there were windows on it at that  
22   time on both the de Champlain and the Ethan Allen.

23                I think what is useful for us is it does nail down  
24   that at least one of the vessels was retrofitted with this  
25   metal truss work canvas while it was in Groton, Connecticut,

1 but that clearly there were two types of vessels when it got to  
2 up to Lake George. There was the design with the full canopy  
3 and the design without.

4 A. Right. Right, it looks like that. I  
5 (indiscernible). I can't argue with the photos.

6 Q. Yeah. Yeah.

7 BY MR. TURRELL:

8 Q. Jim, were there any like truckloads or other material  
9 that was carried separately that you recall -- other -- in like  
10 a truck of equipment or anything else that came from the Whalen  
11 (ph.) when they sold the boats to you?

12 A. Yeah. They sold us all the hardware they had and  
13 that included a spare diesel engine, parts, propellers, in fact  
14 another shaft and another whole propeller that I can remember,  
15 because I still have that over the shop. And whether or not  
16 there were windows in there, it could have been. Because we  
17 picked up a lot of things -- we -- (indiscernible) picked up  
18 some very large tarpaulins that they stored those boats with,  
19 they put over the top of them.

20 Q. Okay. Do you recall when the seating arrangement on  
21 the Algonquin was changed?

22 A. I don't recall when. It may have been when we  
23 changed our own thought process on how we were going to operate  
24 it. We did take the seats off of that one, and we had  
25 temporary seats. For that particular boat, the Algonquin, we

1 probably very seldom went over maybe 20 passengers on it at any  
2 one time. We -- you know, we just didn't need the -- that  
3 seating arrangement. Once you take that seating arrangement  
4 out, you automatically got rid of the ability to put the number  
5 of people on that it had the COIs for. Now one thing I have to  
6 mention is that all three boats had the same COI, though,  
7 coming up.

8 Q. Well, that was going to lead into my next question.  
9 The only reference to stability was on the Double Dolphin, so  
10 when you got together with New York State when these vessels  
11 were ready to be looked at, they just assumed that they were  
12 all one class, or there was no question about what stability  
13 was appropriate for the Sea Horse and the Sea Lion? Because  
14 clearly they weren't sister vessels at that point. From the  
15 photographs, one vessel had a full canopy, the other two did  
16 not. There was no question brought up at that time about  
17 stability for the second two vessels?

18 A. No. I don't remember any type of (indiscernible) at  
19 all. I'm not sure -- see this goes back now to '79 when we got  
20 our first COIs from New State. At that point, I don't believe  
21 there's anyone on the staff that was back there then that --

22 UNIDENTIFIED SPEAKER: There's no (indiscernible)  
23 everybody's gone from back then.

24 MR. QUIRK: Yeah. And I think back then, I don't  
25 think they were really nearly as (indiscernible) as they are

1 now in doing the things they do. They just simply came up  
2 and -- the COI, I believe, as I understood it, was what -- the  
3 only thing they wanted or needed to convert over and give me  
4 the capacities on the boats as they stood here in Lake George.  
5 There was never a question about whether this was a sister ship  
6 or not. At least, again, to my knowledge, I don't remember  
7 anything like that.

8 MR. HENRY: Okay. I mean the reason we're picking on  
9 you is you're the last man standing --

10 MR. TURRELL: -- dear --

11 MR. HENRY: -- when that happened. So if --

12 MR. QUIRK: You got me crying anyway.

13 MR. HENRY: If somebody was going to remember, it  
14 would have to be you. Do we -- do you want to ask that  
15 operator if he operated any -- if he recalls any experience in  
16 full loads and things?

17 MR. TURRELL: Yeah. Al, this is Morgan Turrell  
18 again, NTSB.

19 INTERVIEW OF AL DARDIS (cont.)

20 BY MR. TURRELL:

21 Q. Mr. Dardis, do you recall when you were operating for  
22 Shoreline taking out full loads of passengers?

23 A. Yes, I do.

24 Q. Do you recall how often that was? Was it all the  
25 time, or was it rare?

1           A.    What is the question again, sir?

2           Q.    Yes.  The boat had a capacity of a total of 48  
3 passengers according to the certificate.  To your recollection,  
4 was carrying a full load of passengers a normal occurrence, a  
5 rare occurrence or a frequent occurrence?

6           A.    Rare occurrence as far as I can remember.

7           Q.    Okay.  So how many passengers typically would you  
8 carry out on the say the Ethan Allen?

9           A.    Well, usually we run out pretty light.  Once in a  
10 while, I had like a busload -- not quite a busload of people.  
11 That's all I can remember.

12          Q.    Okay.  And do you recall any trouble maneuvering the  
13 boat in the waves or passing boats causing a wave or any  
14 trouble maneuvering the boat?

15          A.    I've ran into a few times that like the wake from the  
16 boat or something like that would kind of bother me, but I  
17 never had any real trouble.

18          Q.    When you say it would bother you, in what respect  
19 would it bother you?

20          A.    If the wakes were pretty bad, I had to slow right  
21 down.

22          Q.    Okay.  So -- but you were aware of the wake, though,  
23 correct?

24          A.    Oh, yeah.

25          Q.    And what about other folks on the lake?

1           A.    I never had any problems.

2           Q.    Okay.  Do you recall like what your procedure was  
3 when you first arrived at the boat in the morning, the things  
4 you would check?  Do you recall the different things you would  
5 check in the morning?

6           A.    Oh, yes.

7           Q.    Okay.  Can you tell me a few of those?

8           A.    I had to check the oil.  I had to check the engine  
9 all the ways around, and sometimes, we had a little rail at the  
10 bottom of the bilge.  We had (indiscernible) for that.

11          Q.    Okay.

12          A.    Clear that.  That was --

13          Q.    Well, do you recall ever having water in the bilge  
14 for any reason?

15          A.    Every day problem.

16          Q.    Okay.  Any -- would you recall how you would check  
17 for water in the bilge?

18          A.    Yes.  I used to check it out every morning.

19          Q.    Okay.

20          A.    Every evening before I'd rest.

21          Q.    Okay.  And how many -- where would you check for  
22 water?  Which compartments?

23          A.    Well, there was a hatch cover by the stern of the  
24 boat, and you could see from there.  I used to open it up and  
25 crawl down in there.

1 Q. Is that the forward compartment?

2 A. Yes.

3 Q. Okay. So -- just in your recollection, how many  
4 total compartments were there?

5 A. Two

6 Q. Okay. Two. Do you recall also in the bilge -- do  
7 you recall seeing balance weights?

8 A. No, I don't recall that.

9 Q. Okay. Do you recall how many employees you were  
10 working with at the time, how many people Shoreline had? Would  
11 it be a dozen? Would it be two dozen? Do you recall how many  
12 other people you worked with, other mates and captains?

13 A. No.

14 Q. Okay.

15 A. Eight (indiscernible).

16 Q. I'm sorry.

17 A. Eight.

18 Q. Eight. Okay.

19 MR. HENRY: They said what -- three besides yourself  
20 you thought?

21 MR. DARDIS: Other pilots, yes.

22 MR. HENRY: Right.

23 BY MR. TURCELL:

24 Q. Mr. Dardis, do you recall ever having to move  
25 passengers like if you got in their way and people were



1 unevenly distributed around the boat? Do you ever recall  
2 having to tell passengers to move around?

3 A. Don't recall. I may have once or twice, but I don't  
4 recall that.

5 Q. Okay. All right. And do you recall roughly how long  
6 a trips you would go for? Would it be one hour, two hours? Do  
7 you recall the length of your trips?

8 A. They were an hour apiece.

9 Q. Okay. And are those the pretty much the same tours  
10 they're doing today, up the west side and down the east side?

11 A. I'd say yeah, about the same.

12 Q. Okay. During your trip, if you had passengers on  
13 board, would you ever let them move around, or did you ask them  
14 to stay seated?

15 A. I asked them to stay seated.

16 Q. And did you tell them anything else when they came on  
17 board?

18 A. Yes, I had quite a few things I did, cigarette butts,  
19 things like that.

20 Q. What other kinds of things would you ask the  
21 passengers to do or not to do?

22 A. I don't recall everything right now, but --

23 Q. Well, just a few things?

24 A. I remember we were very strict on the water in Lake  
25 George. And I remember the cigarette butts --

1 Q. Okay.

2 A. Had trays for them to put them instead of throwing  
3 them overboard.

4 Q. Okay. Do you recall telling the passengers anything  
5 about, you know, like where the life jackets were or anything  
6 like that?

7 A. Oh, yes.

8 Q. Okay.

9 A. Sometimes every time we went out. There was -- the  
10 lifejackets were easy to get to. It was right overhead.

11 Q. They were -- you said they were right overhead?

12 A. Yes. I said those on Defiance, yeah.

13 MR. QUIRK: I think he's thinking of Defiance.

14 MR. DARDIS: Maybe I'm thinking of the Defiance.

15 Yes.

16 BY MR. TURRELL:

17 Q. Okay. So on the Ethan Allen, do you recall where the  
18 PFDs were stored?

19 A. Yes. They were in the chests.

20 Q. And do you recall when you got them out, when you  
21 actually took them out of that chest?

22 A. Well, I can't remember that well, but there were a  
23 few times where I made wear them. Yes.

24 Q. Really? And can you tell us about that?

25 A. Well, it was, you know, rough lake, rough water.

1 Q. Okay.

2 A. I didn't have any trouble or anything.

3 Q. No?

4 A. Be safe --

5 Q. Okay.

6 A. I asked them to put them on.

7 Q. Okay.

8 A. Some refused and most of the people put them on.

9 Q. Okay. And some actually refused, huh?

10 A. Said they didn't want to wear them.

11 Q. When you were operating, do you recall having a crew  
12 member with you?

13 A. Yes. Mostly -- quite a bit. I don't remember  
14 exactly. It was quite a bit I had a crew member.

15 Q. What did he have this person do. What was the  
16 function of the second crew member?

17 A. Just more or less kept track of everything, looked  
18 around. He was a big help.

19 Q. Do you recall that the company had a rule as to when  
20 a second crewman was required?

21 A. Recall once in a while I would ride the party boat,  
22 and they always send somebody out with me.

23 Q. Okay. But you don't recall some hard and fast rule  
24 that whenever you had so many passengers, you had a crew member  
25 with you?

1           A.    Yes, I remember that.

2           Q.    Do you recall what -- how many people that was -- how  
3 many passengers were required to have a crewmember.

4           A.    I don't remember any (indiscernible). It was a  
5 busload of folks in those days -- under a bus load.

6           Q.    Do you recall ever having to distribute lifejackets  
7 on board the Ethan Allen.

8           A.    Maybe a couple of times.

9           Q.    Okay. And did you ever have trouble getting them  
10 out?

11          A.    No. They were easy to get to.

12          Q.    Okay. Did you recall ever having a drill on your  
13 boat like man overboard or fire or something like that?

14          A.    Done that once in a while. Yes.

15               MR. HENRY: All boats, or the Defiance?

16               MR. TURRELL: No. On the small boats. On the Ethan  
17 Allen.

18               MR. DARDIS: We've done it on that small boats. I  
19 don't recall. I don't remember.

20               MR. TURRELL: Okay.

21               BY MR. TURRELL:

22          Q.    Do you recall going through a New York State  
23 inspection -- you know, having the New York State inspectors  
24 come down once a year?

25          A.    Yes.

1 Q. And what was your -- what was their function?

2 A. Oh, everything -- I don't remember exactly, but  
3 everything seemed okay with them.

4 Q. Okay. So they would perform a checklist inspection?

5 A. Yes.

6 Q. Okay. Do you recall ever having any mechanical  
7 difficulties or breaking down on the Ethan Allen or the sister  
8 boats, Algonquin or de Champlain -- mechanical difficulties?

9 A. I think there might have been, but I really don't  
10 remember that.

11 Q. If you had a trouble on the boat, what would you do  
12 and what -- if you're steering, some problem, something broke,  
13 what would you do?

14 A. I'd try to take care of it the best of my knowledge.

15 Q. Uh-huh.

16 A. Always radio in.

17 Q. Okay.

18 A. Anything did happen, which it did once -- wasn't  
19 anything much -- they sent a boat out right away.

20 Q. Okay. And do you recall the maintenance crew when  
21 you were working at Shoreline what -- you know, who took care  
22 of the boats? I mean do you recall anyone specifically that  
23 was in charge of maintaining the boats?

24 A. Les.

25 Q. Les? Okay. What was his last name?

1           A.    Haas, H-A-A-S.

2           Q.    Okay.  Les Haas.  Thank you.  Ron, any other  
3 questions?

4           MR. HENRY:  Not that I can think of.

5           MR. TURRELL:  Mr. Dardis, Walter, anything else?

6           SGT. SCHEDEL:  I just think one question.

7           BY SGT. SCHEDEL:

8           Q.    On the trip back from Connecticut up here to New York  
9 State -- one for Al -- did you primarily operate the same boat  
10 for the whole trip or -- because I'm not sure if you guys  
11 switched off.  I think you said you did at one point in time  
12 but --

13          A.    I don't recall.  I don't think -- there was three of  
14 us.  I think Bill was first.  I think you ran the second one.

15          Q.    You pretty much stayed on the same boat the whole  
16 trip?

17          A.    Yes.

18          SGT. SCHEDEL:  Okay.

19          MR. TURRELL:  What was Bill's last name?

20          MR. DARDIS:  Hoops.

21          MR. TURRELL:  Oh.  You said there was Jim Quirk, Al  
22 Dardis.  Who was the other individual?

23          SGT. SCHEDEL:  Oh, Smith -- Earl Smith.

24          MR. TURRELL:  Earl Smith.  Thank you.  I'm sorry.  
25 Walter, you had another question?

1                   SGT. SCHEDEL: The other question I have is for Jim.

2                   INTERVIEW OF JIM QUIRK

3                   BY SGT. SCHEDEL:

4           Q.    You said you picked up like a truckload of other  
5    stuff. The canopies in the (indiscernible) picture that you  
6    have between Ethan Allen and the de Champlain look very, very  
7    similar. Was it possible that there was another top that just  
8    had not been attached to a boat in that collection of stuff? I  
9    mean that would have taken up quite a bit of space.

10          A.    Yeah. I don't remember --

11          Q.    You don't recall. Okay.

12          A.    Like I said, I'll look through my notes and my  
13    invoices back then. If I can get some -- part of this stuff  
14    was tossed --

15          Q.    It's a long time ago.

16          A.    But if I can find anything, hopefully, it'll refresh  
17    me whether -- what we did here with that top.

18                BY MR. TURRELL:

19          Q.    And, Jim, it just looks like from our interpreting  
20    the pictures that, you know, we're going to say that most  
21    definitely one of the vessels came up with that canopy on it,  
22    but it appears the other two did not have that. If you can  
23    search your records and find anything to --

24          A.    To verify that.

25          Q.    Yeah.

1           A.    I certainly will.  And I'll give it to you if I have  
2   some verification of that.  The -- okay -- and the one that had  
3   something on it is the -- I guess the Double Dolphin?

4           Q.    The Double Dolphin.  I mean it looks like it's that  
5   canopy that is in the picture that you have of the three  
6   vessels and the Defiance in the background and --

7           A.    I don't have that picture here.  Actually, I believe  
8   that's the Horicon in the background.

9           Q.    This is the Horicon.  Okay.  That's a second deck on  
10  it, right?

11          A.    Yes.  I believe that photo was actually taken when  
12  the Horicon first was brought into the lake.  It just doesn't  
13  have the upper works on it.

14          Q.    Okay.  And it does appear that we're looking at the  
15  de Champlain with the truss structure but without the canvas  
16  itself on there but -- and both the vessels have those  
17  Plexiglas windows.

18          A.    Right.  (Indiscernible) -- the de Champlain I think,  
19  if I remember right, the colors on that one was the yellow and  
20  orange top, a very bright color and the Ethan Allen was the  
21  blue and white?

22                SGT. SCHEDEL:  Is that what you think?

23                BY MR. TURRELL:

24          Q.    Right.  The Ethan Allen was a blue and white and the  
25  Algonquin was a yellow color it looks like.



1           A.    de Champlain.

2           Q.    The de Champlain doesn't show any canvas on it in  
3 this one particular photo.

4           A.    Oh, well.  Maybe your photo's not on it.  I mean --  
5 excuse me -- I'm thinking one thing and saying something else.

6           Q.    That's okay.  We're going back and forth here so.  
7 The photograph we have with the Horicon in the background  
8 shows -- clearly shows the Ethan Allen with a blue and white  
9 cover, the Algonquin with a half yellow cover, and the de  
10 Champlain with the truss work but no cover.

11          A.    The cover on that one would be the yellow and orange.

12          Q.    Okay.  Yeah, it looks like there is a -- the side  
13 rails have some yellow and orange sort of --

14               MR. HENRY:  Canvas stitching.

15               MR. TURRELL:  -- canvas on the Horicon and the --

16               MR. HENRY:  Not the Horicon, the --

17               MR. TURRELL:  -- the Algonquin, yeah.

18               MR. HENRY:  And de Champlain.

19               MR. TURRELL:  Some sort of side teller canvas panels.

20               MR. HENRY:  And the side panels on the de Champlain  
21 are blue and white.

22               MR. TURRELL:  No, on the Ethan Allen.

23               MR. HENRY:  The Ethan Allen are blue and white.

24               BY MR. TURRELL:

25          Q.    Right.  Okay.  So the canopy sides match the covers,

1 correct?

2 A. Yes, right.

3 Q. Okay.

4 A. Now I believe the Ethan Allen also had -- did not  
5 have canvas panels on the side. Those are metal.

6 Q. Okay.

7 MR. HENRY: Like aluminum or --

8 MR. QUIRK: Yeah. I think aluminum or maybe a light-  
9 weight galvanized something. They always seemed to be powdery  
10 to me to tell you the truth, but I guess aluminum would do that  
11 too.

12 SGT. SCHEDEL: Yeah, it would oxidize quick.

13 BY MR. TURRELL:

14 Q. It's just hard to tell from this photo what we're  
15 looking at. So you're saying that the Ethan Allen had -- the  
16 side panels were metal and that the -- the picture I'm looking  
17 at, it's clearly the de Champlain's were canvas.

18 A. Right. That's true.

19 Q. So when were those changed out, when you did the  
20 wooden canopy or -- on the de Champlain, were those panels  
21 changed in between or during the same renovation with the  
22 wooden canopy?

23 A. Oh, no. Those -- the wooden canopy, when that came  
24 on, everything was wood then.

25 MR. HENRY: Everything was taken off.

1           MR. TURRELL: Right.

2           MR. QUIRK: We took all that off. We took that stuff  
3 off up here, and Scarano's put it on at their place. It was  
4 all wood. We had no wood on it up here.

5           BY MR. TURRELL:

6           Q. So the metal side panels on the Ethan Allen, you put  
7 them on up in Lake George, but they weren't delivered that way,  
8 correct?

9           A. That's incorrect. I believe they were delivered that  
10 way.

11          Q. Can you (indiscernible) -- back down here? Scroll  
12 down.

13           (Indiscernible) aluminum panels --

14           Okay. Right there. I see them. Okay.

15          A. They were on then --

16          Q. So that was the only boat that had the aluminum  
17 panels inside then?

18          A. This was down in Groton, yes --

19          Q. Yeah. Okay. Now that's the -- that's the bridge  
20 over the James River, I believe, isn't it?

21          A. Yes, it is. (Indiscernible)

22           MR. TURRELL: Yeah. Okay. I have no other  
23 questions. Rob, do you have any questions?

24           MR. HENRY: No.

25           MR. TURRELL: Walter?

1                   SGT. SCHEDEL:  No other questions.

2                   MR. TURRELL:  Jim?

3                   MR. QUIRK:  No.  No questions.

4                   MR. TURRELL:  Okay.  And Mr. Dardis, would you please  
5  acknowledge this was recorded.

6                   MR. DARDIS:  Yes.  I will.

7                   MR. TURRELL:  Okay.  This -- I'm going to end the  
8  recording now.

9                   (Whereupon, the interview in the above-entitled  
10 matter was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           Investigation of MV Ethan Allen  
                                  Lake George, New York  
                                  May 22, 2005  
                                  Interview of Al Dardis  
                                  Interview of Jim Quirk

DOCKET NUMBER:           DCA 06 MM 001

PLACE:                    Washington, D.C.

DATE:                     May 22, 2005

was held according to the record, and that this is the original, complete, true and accurate transcript which has been compared to the recording accomplished at the hearing.

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Lucy T. Gudz  
Transcriber